APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CB26D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: VILLAGE OF WOODLAWN CODE# 061-86366

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 15 / 00

CONTACT: DAVID M. EMERICK, P.E. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL demerick@cds-assoc.com

PROJECT NAME: S.R. 4 CULVERT REPLACEMENT

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
__3. Township
x 4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $400,000.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 500,000.00 FUNDING REQUESTED:$ 400,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 400,000.00 LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program
___Local Transportation Improvements Program
_X_Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 450,179.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 49,821.00	
g.) TOTAL ESTIMATED COSTS:		$ 500,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 50,000.00	10
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER (MRF)	$ 50,000.00	10
	SUBTOTAL LOCAL RESOURCES:	$ 100,000.00	20
d.)	OPWC Funds		
	1. Grant	$ 400,000.00	80
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 400,000.00	80
e.)	TOTAL FINANCIAL RESOURCES:	$ 500,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# N/A Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: S.R. 4 CULVERT REPLACEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The existing 84 inch culvert extending from 110 feet west of the centerline of S.R. 4 to 290 feet east of the centerline of S.R. 4 at a point 150 feet north of Riddle Road (See attached vicinity map).

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

Replace the existing culvert with a larger 12' x 7' four sided precast concrete box structure. Reconstruct surface inlets along the length of the box east of S.R. 4, and connect perpendicular collector sewer lines. Waterproof top of box structure and reconstruct pavements and curbs for S.R. 4 and the adjacent StarOne Bank parking lot. Construct a wingwall headwall at the new culvert entrance and a headwall with slope protection at the outlet end at the West Fork of the Mill Creek.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing 84 inch diameter corrugated metal plate culvert is 400 feet in length and conveys stormwater from a 0.67 square mile drainage area east of S.R. 4 to the West Fork of the Mill Creek located west of S.R. 4.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 25,000 Year: 1998 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: 10,608 Users*

*** 10,000 daytime employees and 608 residents in 152 households.**

The existing 84 inch drainage culvert is considerably undersized and has the capacity to pass less than 50% of the 50-year design storm flow (see attached chart). The ADT for S.R. 4 crossing this culvert is 25,000 VPD as documented by an ODOT manual count conducted in 1988 and listed in the OKI Regional Traffic Count Directory. Capacity improvements and further development have occurred along S.R. 4 since the date of this count, resulting in increased traffic flows.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 500,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ .00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	04 / 01 / 01	07 / 01 / 01
4.2	**Bid Advertisement and Award:**	07 / 15 / 01	08 / 15 / 01
4.3	**Construction:**	10 / 01 / 01	06 / 30 / 02
4.4	**Right-of-Way/Land Acquisition:**	N/A	N/A

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Ms. Marji Dogan
TITLE	Acting Municipal Manager
STREET	Village of Woodlawn
	10141 Woodlawn Boulevard
CITY/ZIP	Village of Woodlawn, Ohio 45215
PHONE	(513) 771-6130
FAX	(513) 771-3066
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	Mr. David B. Robinson
TITLE	Interim Finance Director
STREET	Village of Woodlawn
	10141 Woodlawn Boulevard
CITY/ZIP	Village of Woodlawn, Ohio 45215
PHONE	(513) 771-6130
FAX	(513) 771-3066
E-MAIL	

5.3 PROJECT MANAGER

PROJECT MANAGER	Mr. David M. Emerick, P.E.
TITLE	Village Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791-1700
FAX	(513) 791-1936
E-MAIL	demerick@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Ms. Marji Dogan, Acting Municipal Manager
Certifying Representative (Type or Print Name and Title)

Marji Dogan 9/15/09
Signature/Date Signed

CDS Associates, Inc.

S.R. 4 CULVERT REPLACEMENT
Project: PRELIMINARY OPINION OF CONSTRUCTION COST
VILLAGE OF WOODLAWN, OHIO

DATE: 9/15/00
PROJECT: 2000012-03

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	CLEARING AND GRUBBING	1	LS	$10,000.00	$10,000.00
2	203	EXCAVATION, NOT INCLUDING EMBANKMENT	250	CY	$15.00	$3,750.00
3	203	EMBANKMENT	250	CY	$15.00	$3,750.00
4	253	7" ASPHALT CONCRETE REPLACEMENT	17	SY	$35.00	$595.00
5	253	11" ASPHALT CONCRETE REMOVE AND REPLACE	50	SY	$45.00	$2,250.00
6	512	WATERPROOF CULVERT TOP	1	EA	$20,000.00	$20,000.00
7	601	ROCK CHANNEL PROTECTION, TYPE 'B', WITH FILTER	108	CY	$33.00	$3,564.00
8	603	14' X 7' CONDUIT, TYPE 'A'	400	LF	$945.00	$378,000.00
9	603	12" CONDUIT, TIE-IN	10	LF	$50.00	$500.00
10	603	36" CONDUIT, TIE-IN	15	LF	$80.00	$1,200.00
11	604	STD. CB 2-2	1	EA	$1,000.00	$1,000.00
12	604	STD. CB 2-4	1	EA	$2,000.00	$2,000.00
13	604	HEADWALL	2	EA	$7,500.00	$15,000.00
14	609	CURB, TYPE 6 REMOVAL AND REPLACEMENT	80	LF	$24.00	$1,920.00
15	652	TOPSOIL FURNISHED AND PLACED	150	CY	$35.00	$5,250.00
16	659	SEEDING	1,400	SY	$1.00	$1,400.00

CDS Associates, Inc.

S.R. 4 CULVERT REPLACEMENT
Project: PRELIMINARY OPINION OF CONSTRUCTION COST
VILLAGE OF WOODLAWN, OHIO

DATE: 9/15/00
PROJECT: 2000012-03

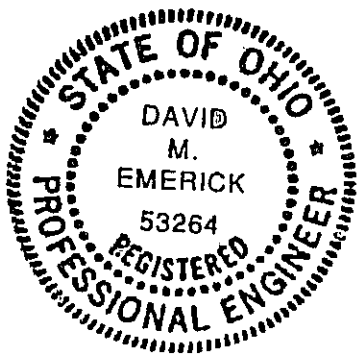
SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		SUBTOTAL				$450,179.00
		CONTINGENCIES				$49,821.00
		ESTIMATED CONSTRUCTION COST				$500,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE S.R. 4 CULVERT REPLACEMENT WILL BE 50 YEARS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

David M. Emerick 9-18-00
Dave Emerick, P.E., #53264



Village of Woodlawn

Incorporated 1941

CERTIFICATION OF FUNDS

Concerning the SR 4 Culvert Replacement Project, the Village of Woodlawn will contribute $50,000 from Village funds. The Village of Woodlawn has applied for $50,000 from Hamilton County MRF to cover the remaining portion of the local contribution of $100,000

I hereby certify that the $50,000 portion of the local share fund for the above project will be available on or before the dates listed in the Project Schedule Sections.

David B. Robinson, Interim Finance Director
Village of Woodlawn, Ohio

September 13, 2000
Date

10141 Woodlawn Blvd.
Woodlawn, Ohio 45215
(513) 771-6130
(513) 771-3066 FAX

RECORD OF RESOLUTIONS

Barrett Brothers, Publishers, Springfield, Ohio Form 6301

Resolution No. 27-2000 *Passed* August 22, ~~19~~2000

A RESOLUTION AUTHORIZING THE MUNICIPAL MANAGER TO EXECUTE DOCUMENTS AND ENTER INTO AGREEMENT FOR IMPROVEMENTS TO MARION ROAD (STATE ROUTE 4 TO ANTHONY WAYNE AVENUE), MARION ROAD (ANTHONY WAYNE TO CHESTER ROAD), RIDDLE ROAD AND STATE ROUTE 4 CULVERT REPLACEMENT.

NOW THEREFORE, BE IT ORDAINED by the Council of the Village of Woodlawn, (hereinafter called the "Village"): Hamilton County, Ohio:

SECTION I: That the Municipal Manager of Woodlawn, Ohio shall be its Chief Executive Officer.

SECTION II: That the Municipal Manager of Woodlawn, Ohio is hereby authorized to execute all necessary and proper documents, forms and instruments and to enter into agreements with the Ohio Public Works Commission for the securing and expenditure of Ohio State Infrastructure Funds.

SECTION III: That this resolution is hereby declared to be an emergency measure necessary to the peace, health, safety and welfare of the Village of Woodlawn, Ohio and shall take effect immediately upon its passage. The reason for this emergency is to assist in the application of the Village of Woodlawn, Ohio for Ohio State Infrastructure Funds.

ADOPTED at a regular and adjourned Council Meeting of the Village of Woodlawn this 22nd day of August, ~~1999~~.2000

Mayor

Date: August 22, 2000

Witness: Brenda B. Love

CERTIFICATE

I, Brenda B. Love, Clerk of Council of the Village of Woodlawn, Ohio, hereby certify that the foregoing is a true and correct copy of an ordinance adopted by the Council of the Village of Woodlawn, Ohio, on the 22nd day of August, 2000.

Brenda B. Love

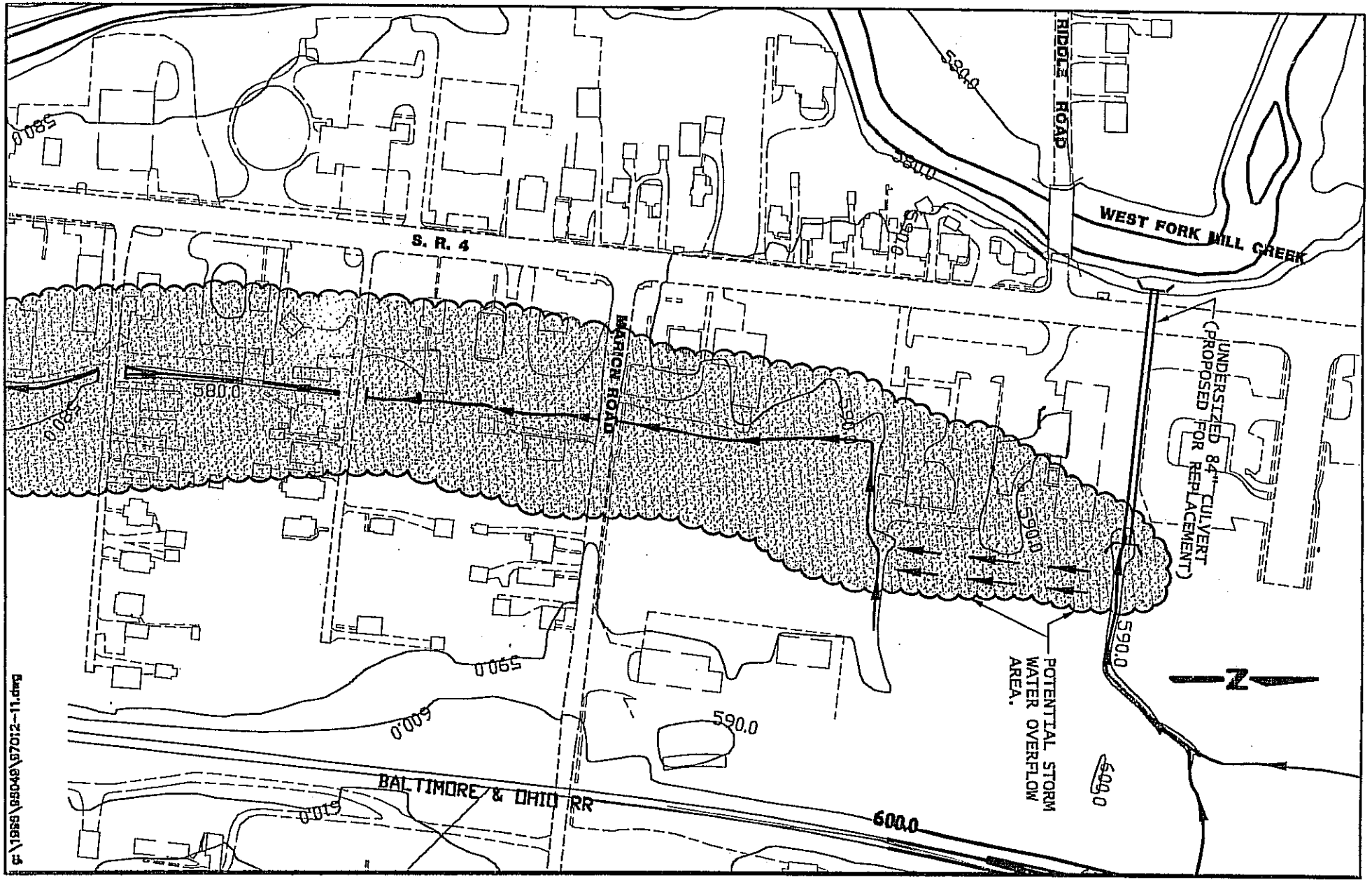
CERTIFICATE

I, Brenda B. Love, certify that the foregoing ordinance was posted in five of the most public places as determined by the Village of Woodlawn, Ohio.

Brenda B. Love

Approved as to form:

Louis F. Lausche, Law Director



SITE PLAN
SR 4 CULVERT - WOODLAWN
OVERFLOW AREAS

CASH BASIS COMBINED ANNUAL FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED DECEMBER 31, 1999

VILLAGE OF WOODLAWN, HAMILTON COUNTY

STATE OF OHIO
OFFICE OF THE AUDITOR
JIM PETRO, AUDITOR OF STATE

	GOVERNMENTAL FUND TYPES	EXPENDABLE TRUST FUNDS	PROPRIETARY FUNDS	NONEXPENDABLE TRUST FUNDS	AGENCY FUNDS	TOTAL MEMORANDUM ONLY
RECEIPTS	REVENUE RECEIPTS		OPERATING REVENUES			
LOCAL TAXES	3,184,780		—	—	—	3,184,780
INTERGOVERNMENTAL REVENUE	1,903,533		—	—	—	1,903,533
SPECIAL ASSESSMENTS	2,034		—	—	—	2,034
CHARGES FOR SERVICES	74,396		0		0	74,396
FINES, LICENSES, & PERMITS	171,099		—	—	—	171,099
MISCELLANEOUS	271,530		0	—	—	271,530
TOTAL RECEIPTS	5,607,372	0	0	0	0	5,607,372
DISBURSEMENTS	EXPENDITURE DISBURSEMENTS		OPERATING EXPENSES			
CURRENT:						
SECURITY OF PERSON & PROPERTY	2,045,712		—	—	—	2,045,712
PUBLIC HEALTH SERVICES	6,430		—	—	—	6,430
LEISURE TIME ACTIVITIES	1,327,899		—	—	—	1,327,899
COMMUNITY ENVIRONMENT	93,803		—	—	—	93,803
BASIC UTILITY SERVICES	393,320		—	—	—	393,320
TRANSPORTATION	242,845		—	—	—	242,845
GENERAL GOVERNMENT	1,463,202		—	—	—	1,463,202
PERSONAL SERVICES	—	—	0		0	0
TRAVEL TRANSPORTATION	—	—	0		0	0
CONTRACTUAL SERVICES	—	—	0		0	0
SUPPLIES & MATERIALS	—	—	0		0	0
CAPITAL OUTLAY	1,083,314		0		0	1,083,314
DEBT SERVICE	166,328		—	—	—	166,328
TOTAL DISBURSEMENTS	6,822,853	0	0	0	0	6,822,853
TOTAL RECEIPTS OVER / (UNDER) DISBURSEMENTS	(1,215,481)	0	0	0	0	(1,215,481)
OTHER FINANCING SOURCES / (USES)	OTHER FINANCING SOURCES/(USES)		NON-OPERATING REVENUES / (EXPENSES)			
LOCAL TAXES	—		0		0	0
INTERGOVERNMENTAL REVENUE	—		0		0	0
PROCEEDS FROM SALE OF DEBT	—	—	—	—	—	—
SALE OF BONDS	0		0		0	0
SALE OF NOTES	650,000		0		0	650,000
OTHER PROCEEDS	0		0		0	0
MISCELLANEOUS	—	—	279		368	647
SALE OF FIXED ASSETS	15,414		0		0	15,414
OTHER SOURCES / NONOPERATING REVENUE	600		0		0	600
TRANSFERS-IN	974,079		0		0	974,079
ADVANCES - IN	0		0		0	0
TRANSFERS - OUT	(740,929)		0		0	(740,929)
ADVANCES - OUT	(233,150)		0		0	(233,150)
DEBT SERVICE	—	—	0		0	0
OTHER USES / NONOPERATING EXPENDITURES	(64,993)		0		0	(64,993)
TOTAL OTHER FINANCING SOURCES / (USES)	601,021	0	279	0	368	601,668
EXCESS RECEIPTS AND OTHER FINANCING SOURCES OVER / (UNDER) EXPENDITURES DISBURSEMENT & OTHER USES / NET	(614,460)		279		368	(613,813)
FUND CASH BALANCE JANUARY 1	4,181,158		5,763		16,413	4,203,334
FUND CASH BALANCE DECEMBER 31	3,566,698		6,042		16,781	3,589,521
RESERVED FOR ENCUMBRANCES DECEMBER 31	767,863		0		0	767,863

SUMMARY OF INDEBTEDNESS	OUTSTANDING JAN. 1	NEW ISSUES	RETIRED	OUTSTANDING DEC. 31
MORTGAGE REVENUE				
G. O. BONDS	0	0	0	0
G. O. NOTES				
REVENUE ANTICIPATION NOTES				
O. W. D. A. LOANS				
INDUSTRIAL DEVELOPMENT BONDS				
OTHER BONDS & NOTES	3,500,000	4,160,000	3,500,000	4,160,000
TOTAL	3,500,000	4,160,000	3,500,000	4,160,000

TREASURY BALANCE	312,637
INVESTMENTS	3,378,026
PAYROLL ROTARY	(12,341)
CASH ON HAND	0
TOTAL TREASURY BALANCE	3,678,322
OUTSTANDING CKS	(88,801)
TOTAL BALANCE	3,589,521

MEMORANDA DATA:	
ASSESSED VALUATION	99,760,000
PROPERTY TAX LEVIES	
INSIDE 10 MILL	3.08 MILLS
OUTSIDE 10 MILL	2.00 MILL
CHARTER VILLAGE	
MUNICIPAL INCOME TAX	1.40%
ESTIMATED POPULATION	3,600
FEDERAL CENSUS POPULATION	2,674

I CERTIFY THIS REPORT TO BE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE.

(CHIEF FISCAL OFFICER SIGNATURE) (DATE)

10141 WOODLAWN BLVD.
(STREET ADDRESS)

(NAME)

THIS IS AN UNAUDITED FINANCIAL STATEMENT

FINANCE DIRECTOR
(CHIEF FISCAL OFFICER TITLE)

WOODLAWN (VILLAGE) 45215 (ZIP CODE)

(513)771-4008
(TELEPHONE)

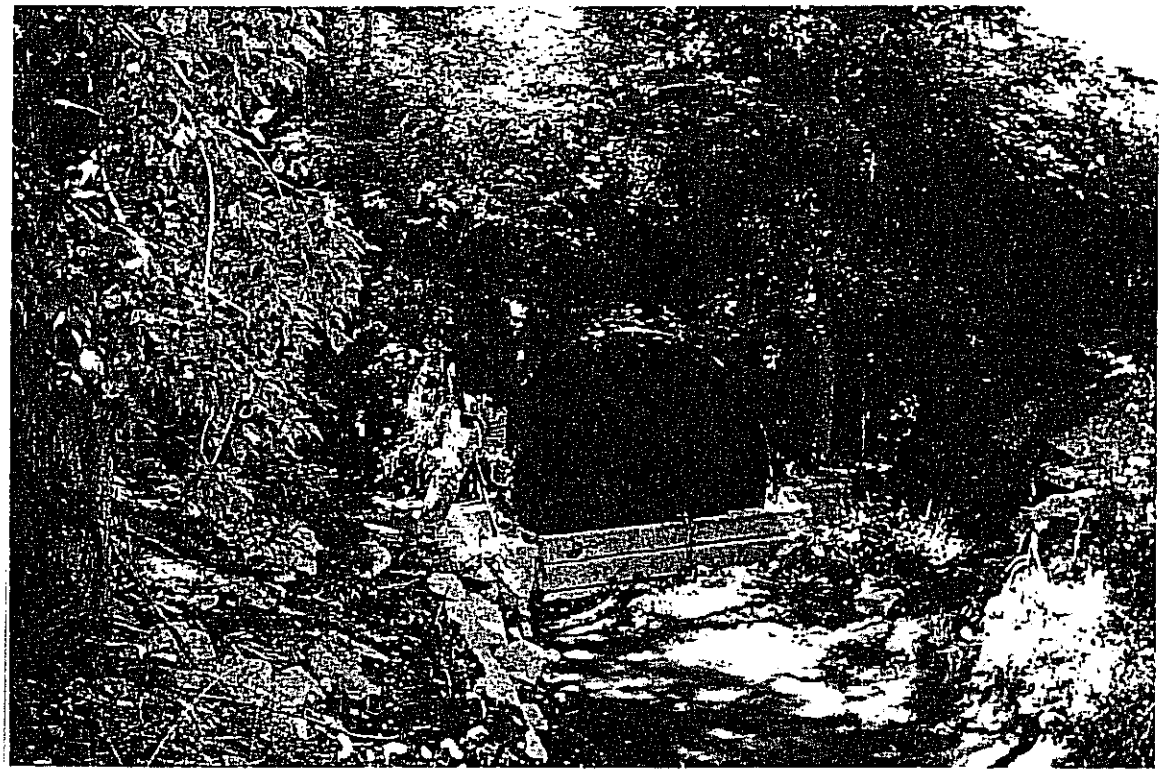
TRAFFIC CERTIFICATION STATEMENT

This is to certify that the 24-hour traffic volume has been obtained from the OKI Regional Traffic Count Directory. The count listed was a manual count conducted by ODOT in 1988.

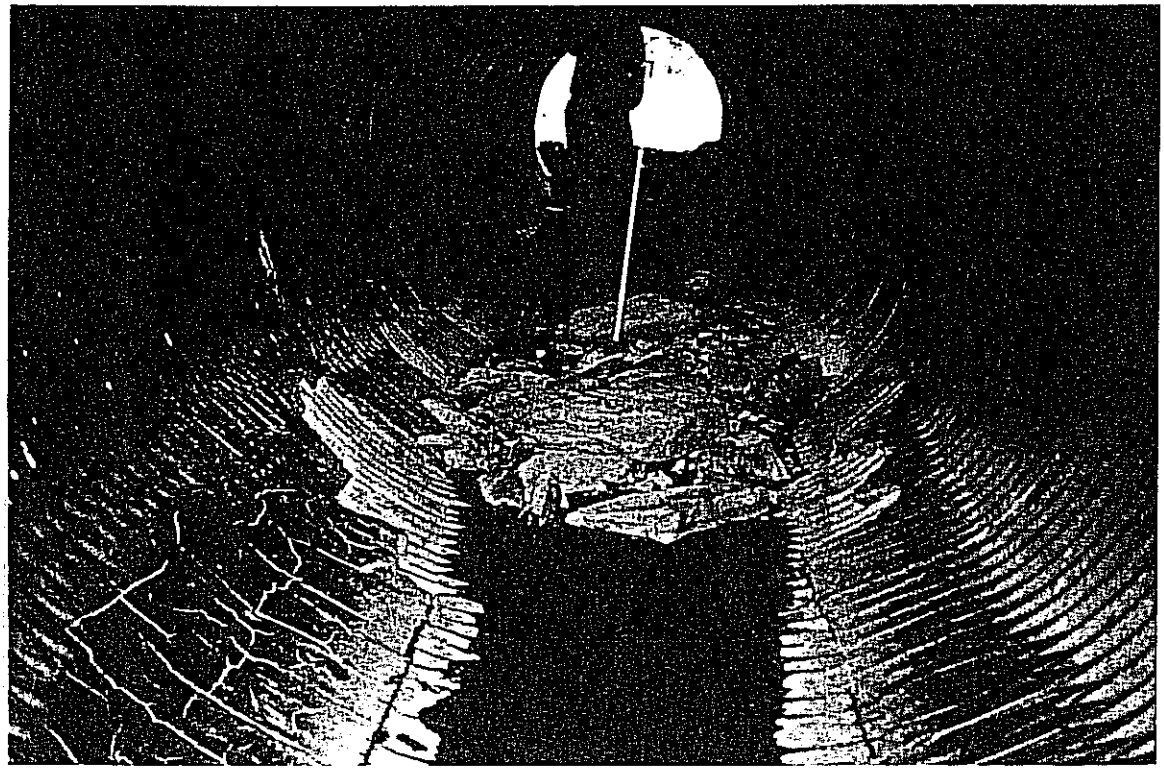
The number of culvert users was determined by reviewing C.A.G.I.S. maps and utilizing Village of Woodlawn Tax Department data.

David M Emerick 9-18-00

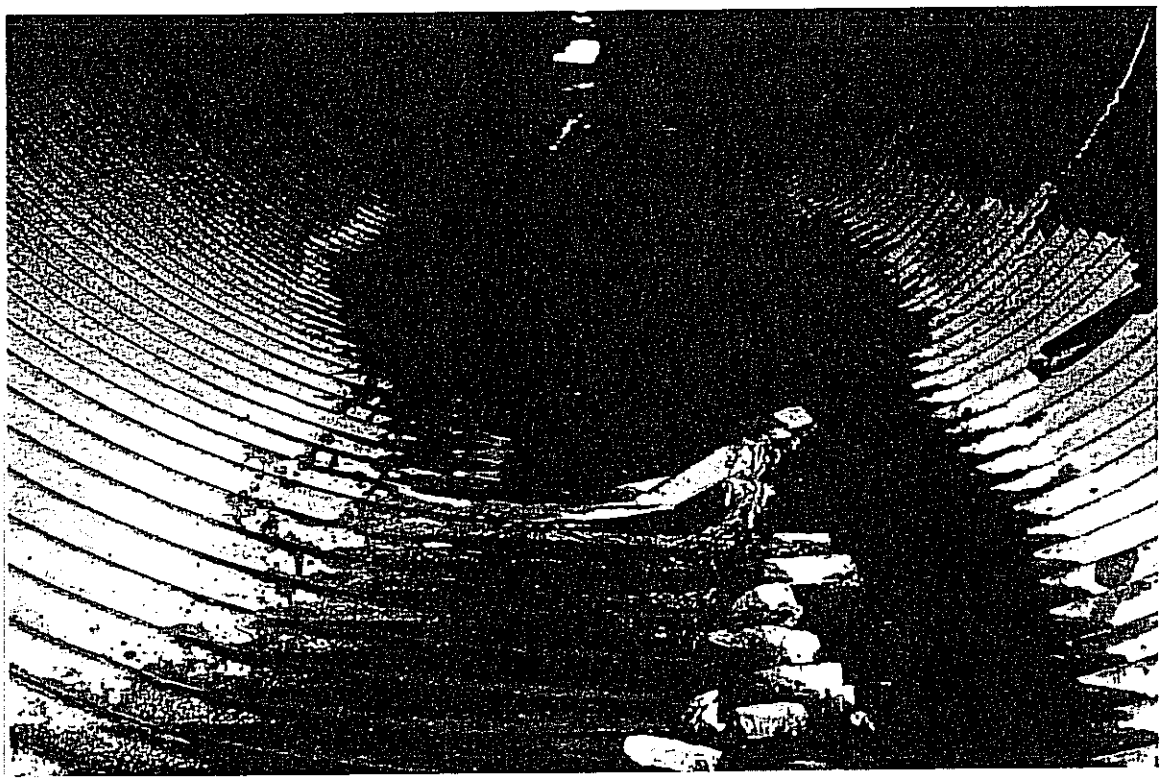
SIGNATURE DATE



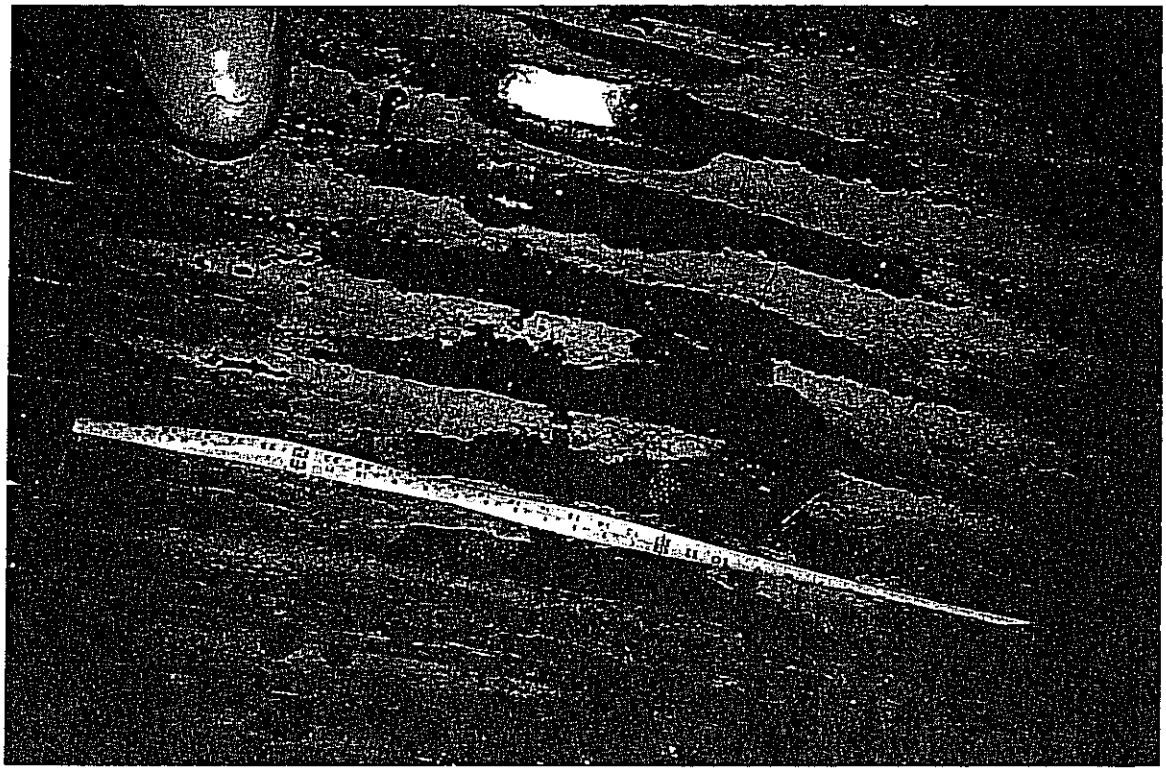
ENTRANCE TO UNDERSIZED 84" DIAMETER CULVERT. THE ENTRANCE IS PARTIALLY BLOCKED WITH TIMBERS TO RESTRICT THE FLOW OF SILT AND EVEN ROCK INTO THE CULVERT AT HIGH VELOCITY.

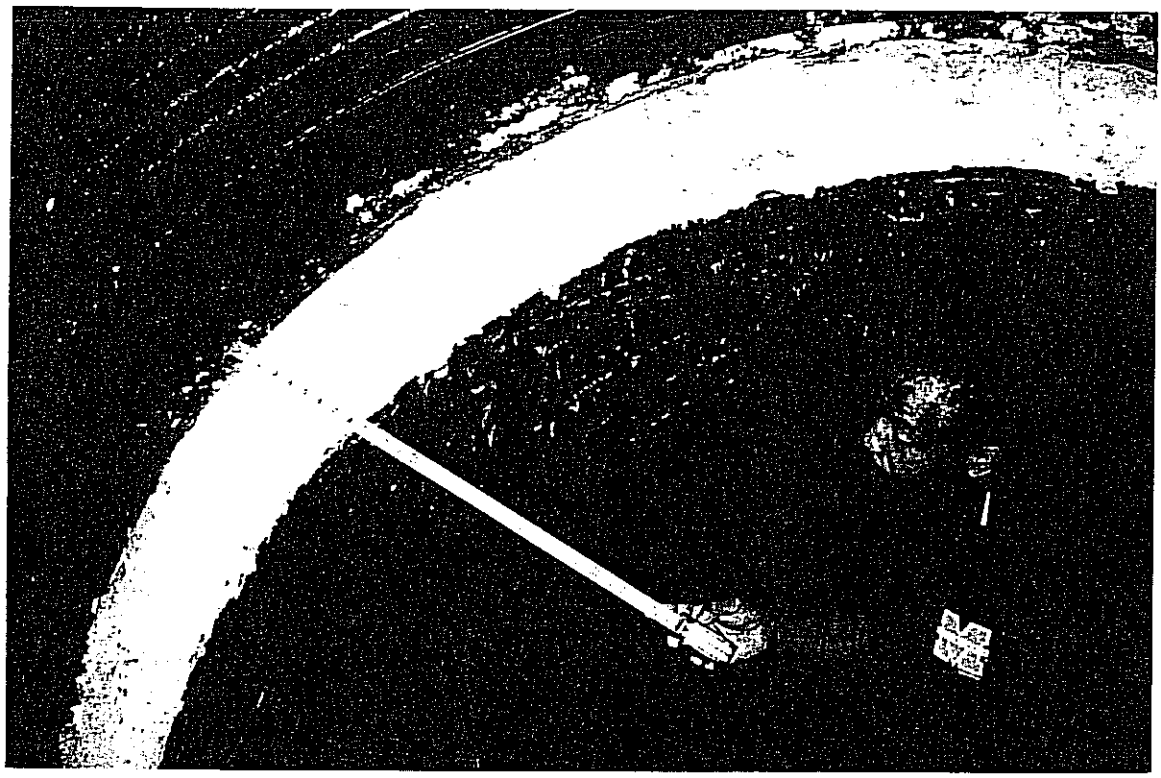


VIEW INSIDE THE CULVERT LOOKING UPSTREAM AT THE ENTRANCE. NOTE THE LARGE QUANTITY OF ROCK IN THE PIPE AND CORROSION OF THE INVERT AREA.

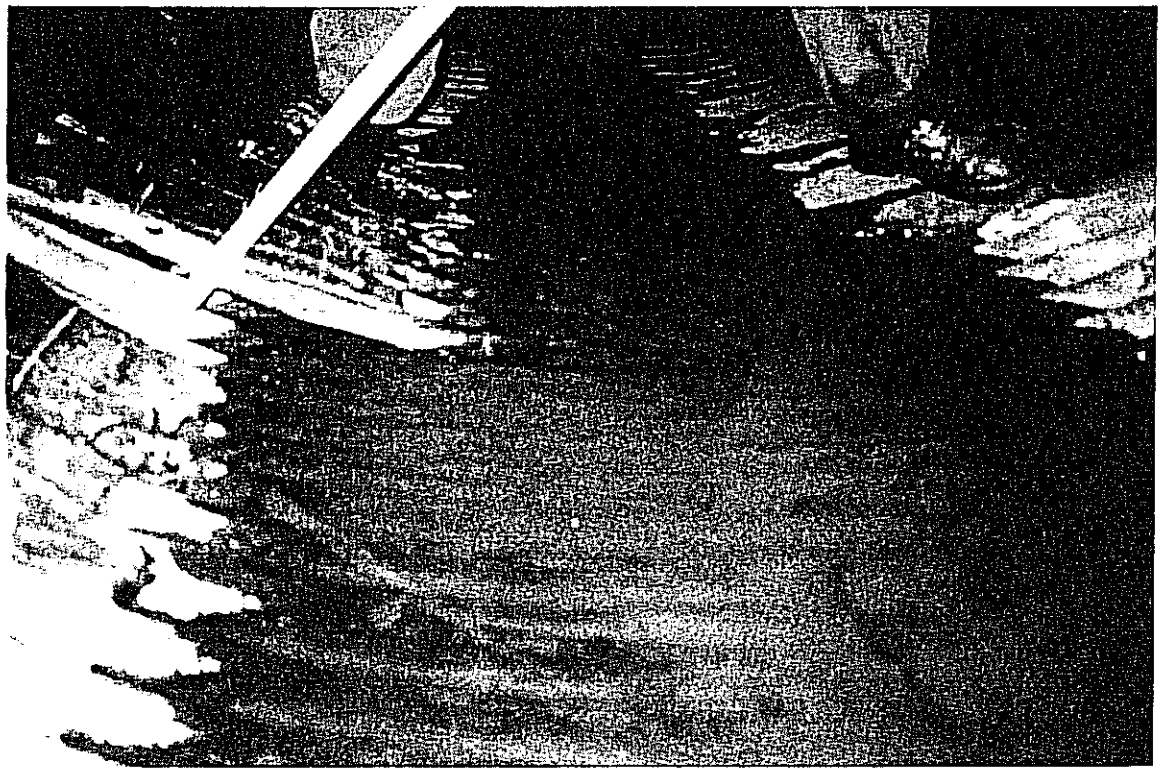


SECTIONS OF THE 84" PIPE INVERT ARE RUSTED OUT ALLOWING THE WATER TO FLOW UNDER THE CULVERT, FURTHER ERODING THE BEDDING MATERIAL.



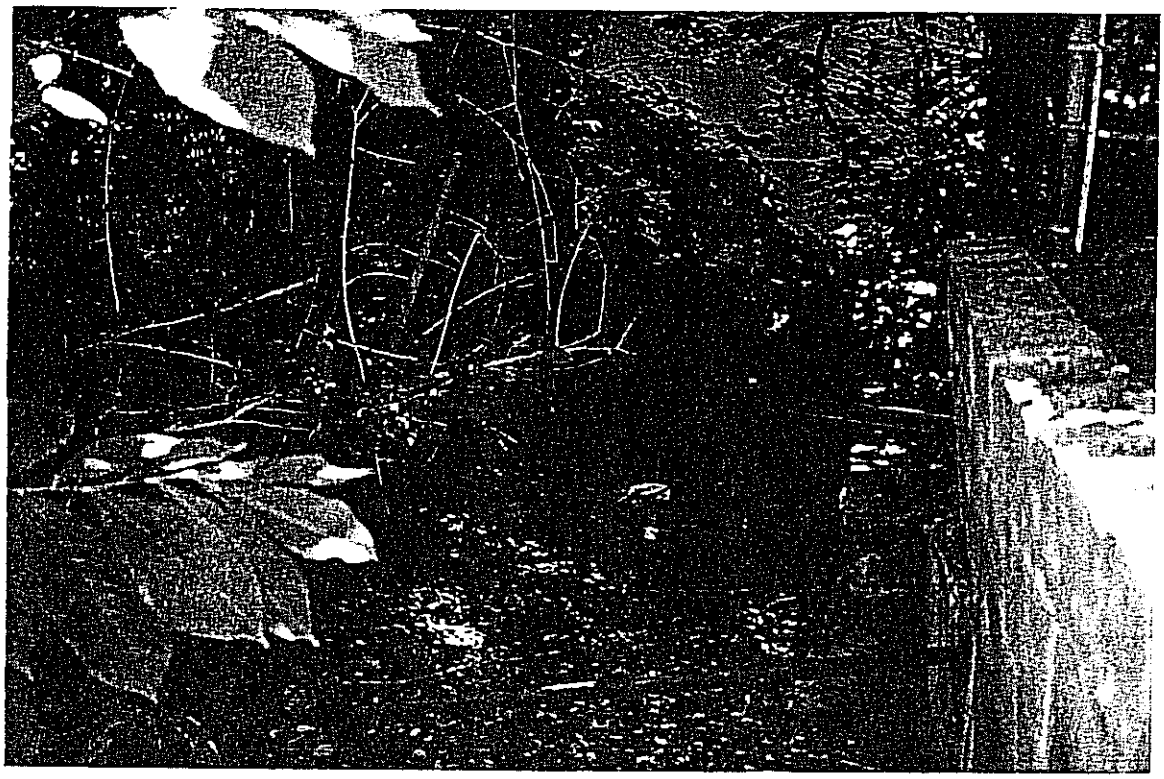


LARGE GAPS UP TO 9" HAVE DEVELOPED AT SOME JOINTS RESULTING IN MATERIAL WASHING INTO THE CULVERT, VOIDS ABOVE AND SETTLEMENT OF SURFACE GRADES. THESE JOINT MISALIGNMENTS FURTHER REDUCE THE HYDRAULIC CAPACITY OF THE PIPE.



PHOTOGRAPH TAKEN FROM THE INLET END OF THE 84" DIAMETER CULVERT LOOKING WEST ACROSS S.R. 4 ALONG THE PIPE ALIGNMENT TO THE MILL CREEK. NOTE THE LARGE AREA JUST BEYOND THE INLET WHERE A JOINT ON THE 84" CONDUIT FAILED CREATING A LARGE SINKHOLE. THIS AREA WAS EXCAVATED, A COLLAR WAS PLACED AROUND THE CULVERT AND THE AREA WAS RECENTLY RESTORED WITH SOME BARE SPOTS REMAINING.

THIS PHOTO IS LOOKING WEST TOWARDS S.R. 4 (BEHIND THE PARKED VEHICLES). THE CULVERT ENTRANCE IS AT THE GROUP OF TREES ON THE RIGHT. DURING A MAJOR DESIGN STORM, THIS FIELD AREA COULD FILL WITH STORM WATER, ENDANGERING THE BUILDING ON THE LEFT, AS WELL AS OTHER BUSINESSES AND STRUCTURES ALONG S.R. 4 TO THE SOUTH.



THIS IS A SECTION OF THE OVERFLOW CHANNEL LOCATED BETWEEN CHATSWORTH AND WARREN ON THE EAST SIDE OF S.R. 4. NOTE HOW RESTRICTIVE THIS CHANNEL IS. A CONCRETE BLOCK STRUCTURE IS BUILT ACROSS THE CHANNEL IN THE BACKGROUND WITH A MINIMAL FLOW DEPTH BELOW.

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: **Use one form for each project.**
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 4.

(1) Municipality Village of Woodlawn

(2) Road Name State Route 4 Culvert Replacement

(3) Project Limits From 110' west to 290' east of centerline of State Route 4 - 150-feet North of Riddle Road

(4) Project Priority (1) 2001

(5) Present Roadway Data:

(a) Pav't. Width 40' (b) R/W Width 70' (c) Curb Type Concrete

(d) Type Surface Asphalt/Concrete (e) Type Base Asphalt (f) Shldr. Type n/a

(g) Shldr. Width n/a (h) Year Last Resurfaced 1990

(6) Present Condition of Project Area: List Deficiencies and reasons for improvement.

The existing 84" diameter culvert is undersized and could result in storm water buildup and potential water inundation of businesses and residential area to the south. This undersized condition is further aggravated by storm sewer improvements upstream at Anthony Wayne Avenue and S.R. 126, resulting in increased flow rates to the 84" culvert. The drainage area for this culvert is 0.67 square miles, including a significant portion of Woodlawn and sections of Lincoln Heights. Correction of these stormwater deficiencies will minimize the floodway area, allowing the development of additional acres of vacant land on the east side of S.R. 4.

(7) Project Description or Statement of Work to be Done: Include Width and Type of New Pavement and Other Project Particulars.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing 84 inch diameter corrugated metal culvert is undersized and in poor condition. The invert area is rusting through, with drainage water migrating under the culvert structure, undermining the bedding. There are some problems with joint separation. Emergency repairs had to be done in 1996 when a large sink area developed on the surface over a joint, creating a hazard. A more serious problem is that the culvert is considerably undersized. This is exacerbated by the fact that major improvements were completed upstream on the existing channel and tributary storm sewer systems. These improvements were constructed in conjunction with work at Anthony Wayne Avenue and Glendale-Milford Road. The result is that the existing culvert structure will pass less than 50% of the 50 year design storm flow from the 0.67 square mile drainage area, creating a potential for water levels above floor elevations at residential and commercial structures along SR 4 to the south.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Replacement of this structure with a larger capacity culvert will reduce storm water levels during a major storm, thereby minimizing safety concerns on adjacent streets and building sites. See the attached storm water study information.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Replacement of this structure will also reduce the amount of flow in a bypass channel extending to the south through residential neighborhoods. This bypass channel is in poor condition, filled with silt and debris and actually extends under some structures.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 S.R. 4 Culvert Replacement

Priority 2 Marion Road Improvements (S.R. 4 to Anthony Wayne Avenue)

Priority 3 Marion Road Improvements (Anthony Wayne Avenue to Chester Road)

Priority 4 Riddle Road Improvements

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No __X__ Yes_____ If yes, what user fees and/or assessments will be utilized?

_____

_____

_____

_____

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The potential for extensive property and structure damage as a result of storm water backup would be reduced. This project will reduce water levels on an adjacent eight-acre tract of land, thereby facilitating development of the planned Woodlawn Commerce Center.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

Hamilton County MRF - $50,000.00 construction match

_____

_____

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

This project will potentially alleviate serious stormwater backups, which could inundate homes, businesses and the adjacent section of S.R. 4.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 3

a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No x N/A _____

c.) Are all utility coordination's completed? Yes _____ No x N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Permanent easements are already in place to cover this structure.

e.) Give an estimate of time needed to complete any item above not yet completed. 4 Months.

11) Does the infrastructure have regional impact?

The culvert to be replaced drains a 0.67 square mile area (most of which is fully developed), including a significant portion of the Woodlawn and portions of Lincoln Heights. This culvert conveys stormwater under S.R. 4, which is a four lane major arterial extending from downtown Cincinnati through the Tri-County area north to Hamilton, Ohio.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes_____ No_____ N/A__x____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 25,600 x 1.20 = 30,720 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

NOTE: Culvert drainage area serves 10,000 daytime employees and 608 residents for a total of 10,608 users.

15) Has the jurisdiction enacted the optional $5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Operational $5.00 License Tax	YES	Specify type Hamilton Co. License Tax Fee adopted by Ord.
Infrastructure Levy		Specify type
Facility Users Fee		Specify type
Dedicated Tax		Specify type
Other Fee, Levy or Tax		Specify type

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2001
ROUND 15

Name of Jurisdiction: **VILLAGE OF WOODLAWN**

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

Priority	Name of Project (as listed on the application)
1	**S.R. 4 CULVERT REPLACEMENT**
2	**MARION ROAD IMPROVEMENTS (S.R. 4 to Anthony Wayne Avenue)**
3	**MARION ROAD IMPROVEMENTS (Anthony Wayne Avenue to Chester Road)**
4	**RIDDLE ROAD IMPROVEMENTS**
5	

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

NAME OF APPLICANT: Woodlawn

NAME OF PROJECT: S.R. 4 Culvert Replacement

RATING TEAM: 5

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
(23) - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score _____

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
0 - No measurable impact

Appeal Score _____

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

(10) – No
0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
(0)– The project will not impact development

Appeal Score _____

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
(2)– 10% to 19.99%
0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
(2)– 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
(6)- Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

(5)- Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13
3 - Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13
0 - Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact
8 -
6 - Moderate impact
(4)-
2 - Minimal or no impact

Appeal Score _____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points (2)

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed — Appeal Score
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand _____
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) – Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) - 16,000 or more — Appeal Score
8 - 12,000 to 15,999
6 - 8,000 to 11,999 _____
4 - 4,000 to 7,999
2 - 3,999 and under

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above — Appeal Score
(3) - One of the above
0 - None of the above _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.